DEFENDER CHOSEN.

Continued from First Page

her anchorage. She was just getting her main-sail up, and it seemed as if she meant to come out and give the American vessels a feeler at

out and give the American vessels a feeler at least.

How bright and gay and clear and cool everything did look down the Bay yesterday morning! The Defender and the Vigilant were, as usual, out taking a few wing-stretching flights before the real business of the day began, as the excursion steamers and the few steam yachts got to the starting line made by the anchoring of the committee boat of the New-York Yacht Club opposite the Scotland Lightship. The fantastic flags that say so much when you know what they mean were quickly run up, and from them it was gathered that the course would be a tenmile beat to windward which, as the breeze was then coming, would be right out to sea a little south of east. The Defender was just finishing a long reach up toward the Long Island shore as the preparatory whistle was blown. At this moment the Vigilant had been I sating in toward the Jersey coast, and the Vallyrie's tall clubtopmast sail could seen a white flag that waved like a huge of the above the Sandy Hook neck of sand. There was a good opportunity of inspecting the Vigilant a moment after, as Captain Barr brought her by the tags and excursion steamers near the fegship. Sae was in the perfection of trim and and up one more sail than the Defender. This was the baby jibtopsail. Some experts say it is a good thing to carry the baby jibtopsail whenever nost bite. Others were of the opinion that this little sail is more of a dead weight than anything else unless the best is just right. When the Defender came is just right. When the Defender came

ing the Defender the victory by 5 minutes 12

ing the Defender the victory by a minutes reseconds.

The Valkyrie ran by the Defender and went
out to meet the Vigilant, then tacked about and
stood to the northward. The English boat was
too chauled and too eny and wary to sail
one a cond in such a direction that any line
could be got on her meets as compared with
those of the American boats. The Defender took
down her spinnaker as soon as she had crossed
the line and pointed for the Hook and her anchorage in the Horseshoe. The Vigilant kept
up her spinnaker a little longer, but steered in
the same direction, and the Valkyrie followed
them at a respectful distance.

THE QUESTION OF SAILS. AN EXPERTS VIEWS ON THE RELATIVE MERITS OF ENGLISH AND AMERICAN CANVAS AS SHOWN BY VALKYRIE III AND

weight, was a good whole-sall breeze.

It was quite sufficient to make both boats show to make either the Defender or the Vigilant reef.

Pyen at the best part of yesterday's salling, the
wind did not exceed a fifteen-knot gait, and during the run home it dropped in such a perceptible man-ner that the finish was too like many previous ones

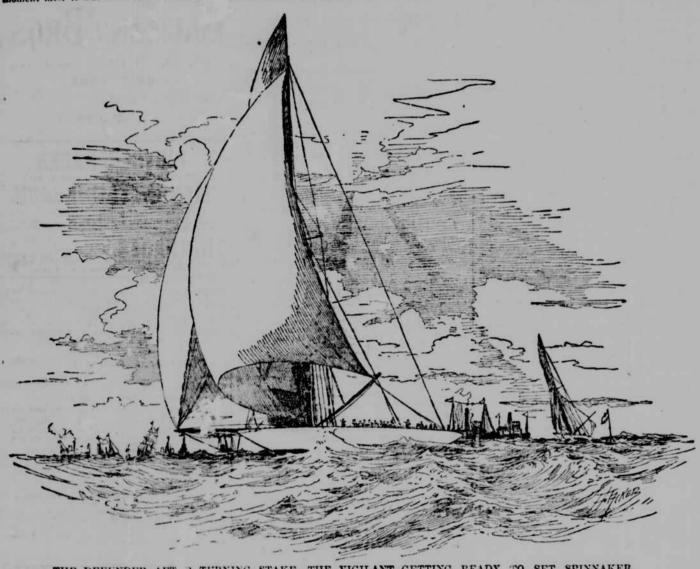
literally ribbed with its own folds until its tensile strength must be enormous.

It is not a pleasant or a grateful task to draw comparisons which sometimes, as Mrs. Partington said, are "odorous," but the natural envy at seeing such sails as this on the challenging yacht must prompt the question in every one's mind: "Why are not the Defender's sails as good?"

SATISFACTION AT THE YACHT CLUB. THE OFFICIAL PROGRAMME TO BE PURLISHED NEXT WEEK-A DINNER FOR LORD DUNRAVEN. At the New-York Yacht Club last night everybody ned pleased that the Defender had been declared the winner of the trial races. Commodore James D. Smith, in speaking of yesterday's race, said: "It was one of the finest races I ever saw, and the Deboat. I have always been a bull on American boats," he continued, "but never so much as now, I am confident that we will win with the Defender, because I have seen her work and know what she

Commodore S. Nicholson Kane, chairman of the Regatta Committee, said that he was well pleased with the Defender's performance, and that he was sanguine of success. Mr. Kane was asked what dis-posal would be made of the Astor cups. He said that by the terms of gift the cups became the property of the yacht which won the trial races, and as the Defender was the winner the cups would probhe said, "but the award was not to be made for heats, and as there were only two contestants, there is little doubt that the Defender will receive the trophies, although no official announcement has been made." The committee will probably make its report on that point to-day or to-morrow.

Mr. Kane gave notice also that the official racing



THE DEFENDER AFT TURNING STAKE. THE VIGILANT GETTING READY TO SET SPINNAKER,

Mrs. Iselin, was on board and that Cap an Haff | to hold the interest which the early part of the | was busy at the wheel. The two rival achts were for a few minutes splitting tacks. Then they got into shape to receive the starting signal. They came down together toward the lightship from a point in toward the Jersey shore a ping over the line on the starboard tack so soo after the whistle authorizing them to begin the race that the Defender, which was ahead as usual, narrowly escaped getting over too soon and having to go back and do it di over again.

OVER THE LINE CLUSE TOGETHER. It was ten minutes an eight seconds after eleven o'clock when the Defender got across, and only eight seconds later when the Vigilant was also over and beginning the first leg of the in stays, and the Vigilant followed the :e 2 80 quickly that it was almost a simulta, eous one quickly that it was almost a simulta, eous one. By this time the Valkyrie was outside 'h: Hook, and what attention the spectators of the race could spare from the battlers before 'hem was centred on the English boat as she sil' out into the Bay and bi-parea to beat over to the scene of the conflict. The racing yachts it a on the port tack for only a she time, and case about together at 11:28, and ent on the starboard tack. Here it was the che progress of the Defender could first be been. The aluminum boat began to show that he really was the lead here, and opened ec. a slight gap at 11:55, when the two were passing Sandy He k lightship, the gap was more plainly apparent, and when the two were passing Sandy He k light, when the two were passing Sandy He k light, the gap was more plainly appeared, and it could easily be seen thus early the the Defender had a certain race of it again. The Defender was the first about, to go on the port tack, the Vigilant remaining on the starboard tack for a few moments loss, which so m gave the impression that she was going to split tacks with the Defender. So n, however, was not her intention. The Vigilant was soon over on the same tack as the Defender. Then the Defender ran into some rough water, and the way is flew over her bows. This was one of the most pleasing exhibitions made during the day by the white boat from Bels al. It showed her friends conclusively that have nothing to fear from her in a set of more than in a wind. The Defender's ral. as under water a part of the time, and the was a washed her decks. She was now at least a clean mile in from of the Vigilant. Then the Vigilant, finding at the wind had veered a little, took in her acty jubopsail, and began to point closer, at once. The Defender came about one more at 12:28:35, and were on the opposite tacks to the Vigilant, but

topsail, and began to point closer, at once. The Defender came about once more at 12:28:35, and ran on the opposite tack to the Vigilant, but only for a few minut. The Desender was soon once more on the same tack as the Vigilant, and both went away to the south toward the turning buy, which was now in plain where.

The Defender soon tacked again, but the Vigilant stood to make a longer turn of the mark. As the Defender neared the mark she got out her spinnaker hole and prepared to set her spinnaker and balloon jib as soon as she should be squared away for home. The wind which had been steadily decreasing in force now told plainly enough that it had no intention of furnishing fast driving power for the rest of the race.

FILLING AWAY FOR HOME

werth noticing the difference in the ranner of handling the stalls of the two was not purposely not here as a gonnater, of the contract of the

AKE. THE VIGILANT GETTING READY TO SET SPINNAKER.

Mid the interest which the early part of the racing called forth.

Suming, as is perhaps allowable without official of the first series, a regret may be expressed that copportunity has been afforded of testing these is in a strong wind and really heavy sea. The all amount of tumbling which the attendant samers have experienced in two or three of the sees has given rise to a good deal of exaggress as to the amount of tumbling which the attendant samers have experienced in two or three of the sees has given rise to a good deal of exaggress as to the amount of tumbling which the widely as the series of th boats in a strong wind and really heavy sea. The small amount of tumbling which the attendant gether with a wind which and at least power enough to make gaff-topsalls useless. At this time the wind, which kicked up a sea against contrary ude, was, in fact, registered at a pretty low figure, been tested in any such weather as may be pos-

about September 15, but the winds to which this name is given often come as much as ten days or more before or after the exact equinoctial period. Now, two competitors have not in any of the Sandy Hook races had to sail a race throughout while a 25-mile breeze prevalled. In fact, judging by the 25-mile breeze prevailed. In fact, judging by the performance in a sixteen-knot breeze, it may be said that with their present canvasing a full 24-mile air will be a gale of wind to them, while a 30-mile velocity will be something that they have never so much as smelt during this year's sailing.

A pertinent query, therefore, arises. If the sails of these boats split to rags under such small provocation as has been experienced in the races so far, what may be expected to happen in an ordinary what may be expected to happen in an ordinary

Brenton Reef cup she salled the course in a wind

The American Yacht Club's autumn regatta, salled over club course No. 3, off Milton Point, Conn., on the Sound, vesterday, was one of the most successful and enjoyable aquatic occurrences of the season. ingly situated clubhouse were Commodore John H. Flagier, ex-Commodore William H. Starbuck, William H. Parsons, sr., Mr. and Mrs. W. Gould Brokaw, Mr. and Mrs. Frank Beard, W. Preston Hix and daughter, John H. Swack and family, Mr. de B. Parsons, Thomas L. Scoville, Jordan L. Mott Charles Philips, Charles Greer, Barrett H. Adams, John Eyck, John H. Shults, Mr. and Mrs. E. Litchfield, William Porter Allen, Rear Commodore Charles T. Wills, William H. McCord, Charles H. Haswell, A. W. Corning, Joseph F. Park and other well-

A. W. Corning, Joseph F. Park and other well-known people, whose comfort was assured by the assiduous attention of Superintendent Kelser and his well-trained corps of assistants.

A large number of starters included the schooner Amorlia, designed by A. Cary Smith; the sloops Minerva, Vorant II, Dragoon, Infanta, Acushia and Gavlian; the cathoats Mary, Kittle, Keora, Terrapin, Ione, Ruth and Ethel; the haif-rater Question; the 21-foot specials Houri, Vaquero and Cella, and the 25-foot open catboats Eisket, Punch and Kismet. Thomas J. Byrnes's handsome steam yacht Nomnd served as the judges' boat, and had on board the efficient Regatta Committee, composed of Stuyeesant Wainwright, chairman; Marselis Clark Parsons, Isalah Paxon, Horace See and Simeon Ford. The race was salied with a fresh northeast wind, and was without exciting incident except so far as the anxiety of the friends of the different boats for the success of their favorites was concerned. The winners in their respective classes were the Amorita, the Minerva, the Dragoon, the Gavlian, the Mary, the Kittie, the Ione, the Question, the Houri and the Punch.

The club's next regatta will be salied on September 28, when prizes will be offered for Naval Reserve boats, both with and without centreboards.

tion will be a "dark room," and refreshments will be served.

Dartmouth, Aug. 20.-The twenty-raters salled today over the Royal Dart Yacht Club's course. The ourse is triangular, and the yachts covered it
 Isolde
 12:25:08
 Niagara
 12:25:48

 una
 12:25:28
 Inyoni
 12:27:44

The finishing times were:

DE MARTINO TO PAINT THE CUP RACE. London, Aug. 30.-Chevaller de Martino, marine painter to Her Majesty Queen Victoria, sailed for New-York on the steamer Normannia to-day to witness the yacht races for the America's Cup, with a view of painting the scene for the purpose of presenting sketches thereof to the Emperor of Ger-many and other royalties.

THE FIELD" ON THE DEFENDER. London, Aug. 39.—"The Field" dilates on the cabled reports of the yacht trials in connection with the coming race for the America's Cup, and

"The Field" cannot understand why Mr. 1yslop refused the request to measure the Valkyrie, and

THE VETERANS SEE BISMARCK

HE GIVES THREE CHEERS FO. THE UNITED STATES AND GERMANY.

AMERICANS WELL RECEIVED IN PRIEDRICHSRUH -THE EX-CHANCELLOR SPEAKS WARMLY OF THE OLD KAISER, WHO WAS HIS

Friedrichsruh, Aug. 30.-Thirty-six German-Ameriveral children, arrived at Friedrichsruh this forenoon. The veterans carried two banners, and the party marched to the castle gates. At noon Chief Ranger Lange came out and escorted the four marck, into the pres ace of the ex-Chancellor. The Kalbitz and Jogert. The four took luncheon with the Prince, who, wenting a long coat and a slouch

The Prince chatted animatedly with his visitors fication to him to find that his efforts had been so from the Fatherland, and by citizens of a foreign State. He thanked them especially for making such make such a journey, he was getting too old. As he said this the ex-Chancellor's eyes filled with tears which he hastily dashed away.

When the visitors went to the dining-room for

zau and Herr Kalbitz escorted Countess von Kotze Prince Bismarck sat opposite his guests, and drank his first glass of wine to the memory of Emperor William I, with whom, he said, he was friend, and it was only due to his friendship that also affected toward the old Emperor because His the Government should do :
Majesty was so distrustful of all flattery and put tion of evacuation of Egypt.

upon hearing that the ship which brought her over upon hearing that the ship which brought her over had a stormy passage, he said: "I was only once on the sea, and then I was very ill. I avoided the sea after that."

One of the ladies told the Prince that he was so worshipped in America that thousands of bables in Chicago were little Bismarcks, whereupon he re-piled: "Da kann leh aber nichts dafür." This re-mark created great hilarity.

FRENCH AMBASSADOR TO LEAVE BERLIN. HE WILL NOT RETURN UNTIL AFTER THE SEDAN Berlin, Aug. 30 .- M. Herbette, the French Ambas

sador to Germany, will leave Berlin to-morrow, and will not return to the capital until after the Sedan fêtes. BELGIANS RESIST THE ENGLISH.

A TRAWLING VESSEL FORCIPLY CAPTURED BY THE BRITISH COASTGUARD.

Lowestoft, England, Aug. 30.-The Belgian trawle three-mile limit, was boarded by the English coastaxes, pump-handles and other weapons, but were finally overpowered by the guard and driven into the hold of their vessel. The fight was a severe one, and several were wounded on both sides.

PIRATES LOOT THE MEXICO. THE WRECKED STEAMER'S CREW TERRIFIED BY LABRADOR FISHERMEN, WHO SET FIRE

Ottawa, Ont., Aug. 30 .- On July 7 the steamer Mexico was wrecked in the Straits of Belle-Isle, bound from Montreal to Liverpool with a general cargo, including live stock and provisions. Compaints of piracy were subsequently made by

the captain of the vessel against Labrador fishermen. An inquiry was held, and the report has just men. An inquiry was and, and the report has just been received at the Marine Department. It exonerates the master of the Mexico from blame in connection with the loss of the steamer, but the charge of piracy against the fishermen of the Belle Isle coast is clearly proven.

The report says that, immediately after the steamer went ashore, she was boatded by scores of fisher-



"What! Never been ill since you were born! I' auppose you're a tectotaller?"
"Oh, no! lieen a moderate drunkard all my life!"—(Punch.

VORY SOAP 9944 100 PURE

No other soap is found in so many homes.

men, who plundered the vessel of everything they could carry away. They came in such numbers as to terrify the crew, and the captain could do nothing to save the ship from depredation. The fishermen also set fire to the wreck for the purpose of gaining access to the more valuable cargo stowed in the lower hold.

CHOLERA BROUGHT TO SAN FRANCISCO. EIGHT DEATHS IN HONOLULU-AN ORIENTAL STEAMER CHARGED WITH HAVING ENTERED THE GOLDEN GATE WITH THREE DEAD

CHINAMEN ON BOARD. San Francisco, Aug. 3) (Special) .-- Cholera is raging at Honolulu and eight deaths are reported among natives and Chinese. This is news which

steamer Monowal brings from Honolulu. The Monowal should have taken on freight and passengers at Honolulu, but she was stopped outside the harbor and informed of the prevalence of cholera, which was brought to the islands by the Oriental steamer Belgic on her last trip from Hong-Kong to San Francisco. The Beigic reported a clean hill of health at Honolulu and at this port, but it leaked out to-day that she had on board the bodies of three dead Chinamen, who had succumbed to cholera after leaving Hong-Kong, where the scourge is epidemic and is slaying 70 per cent of those attacked.

The health officer here will investigate and the outlook for the Belgic officers is not pleasant.

NO MORE MONEY FOR NEWFOUNDLAND.

JOSEPH CHAMBERLAIN WILL NOT BE AS GENER-OUS TO THE COLONY AS HIS PREDECESSOR WAS. London, Aug. 30.-During the debate on the Sup-

ply bill in the House of Commons to-day, Sir-Charles Dike criticised the giving of assistance to Newfoundland Bad colonial government was largely answerable for the troubles.

Joseph Chamberlain, Colonial Secretary, re-marked the absence from the House of the ex-Ministers who were answerable for the policy critcised, and said he did not regard the arguments that had led to the adoption of it sufficient to justify a grant of \$50,000. Of this sum, he said, £40,000 had been expended already. The distress in 140,000 had been expended already. The distress in the colony, which had been exaggerated, arose from bad government. The commissioner had arranged that a part of the money expended should be repaid, but, as usual in such cases, there certainly had been some imposition, and it would be found that a certain amount had been dissipated in the colony. He assured the House that it was unlikely that such a policy would be repeated under the present Government. (Cries of "Hear!" Hear!")

Hear!")
Sydney Gedge, Conservative, member for Walsall, moved to reduce the vote f1,000 as a warning to Colonial Secretaries not to spend money in suca an outrageous manner. Mr. Chamberlain and the Right Hon. A. J. Balfour, First Lord of the Treasury, deprecated pressing the amendment, which, after some further discussion, was negatived.

ENGLAND BOUND TO EVACUATE EGYPT. DR. CLARK ATTEMPTS TO AGITATE THE QUESTION IN THE HOUSE, BUT IT IS PUT ASIDE BY THE FOREIGN SECRETARY.

London, Aug. 30.-In the House of Commons to-day Dr. G. B. Clark, Radical member for Calthness-shire, in order to raise a debate upon the question of England's occupation of Egypt, moved to reduce the Foreign Office estimates. In support of his motion he declared that it was time the Government should do something in the direc-

Mr. Curzon, Under Foreign Secretary, thought it was not a fit occasion upon which to debate so large a question, in view of the fact that the attendance in the House was greatly depleted. He would only any that he saw no signs of a drift in the English continuity in Execution. position in Egypt.
Sir Charles Dilke, Radical, insisted that England was bound in honor to evacuate Egypt.
After a brief discussion the motion submitted by Dr. Clarke was withdrawn.

LI HUNG CHANG BECOMES CHANCELLOR. WANG WEN SHAO TO SUCCEED HIM AS VICEROY OF PEE-CHEE-LEE.

Shanghai, Aug. 30.-An imperial decree has been issued commanding L. Hung Chang to proceed to Peking in the capacity of Imperial Chancellor. Wang Wen Shao will succeed Li Hung Chang as Viceroy of Pe-Chee-Lee.

Li Hung Chang, who for years has been known was disgraced by the Emperor in August, 1894, for his failure to drive the Japanese from the Empire. Some months later he was reinvested with his yellow coat, peacock feathers and the rest of the paraphernalia, which denote the highest order in China, and was reappointed viceroy of the province of Pechee-Lee.

NIHILISM WAXING BOLD IN RUSSIA. UNIQUE MEASURES TAKEN TO PROTECT THE CZAR WHILE TRAVELLING.

Cologne, Aug. 30.-"The Cologne Gazette" publishes a dispatch from its correspondent in St. Petersburg asserting that Nihilism is now more active throughout Russia than at any time since the death of Czar Alexander II. The Nihilists have gradually grown bolder since the accession of the new Czar to the throne. Recently the police have quietly made a number of arrests and more are expected.

The use of the bicycle, recently resorted to as a supplementary protection of the Czar's life against Nihilist attempts, has probably disturbed the mind of the German editor. The proverb, "The wish is father to the thought," may be justly applied in this instance to the "Cologne Gazette," which, though not wishing any bodily harm to Nicholas II, would be glad to have him so deeply disturbed by the Nihilist phantom that he would forget somewhat his friendship for Republican France, and become more intimate with his natural allies, the European Kings and Emperors.

At the time of the famous Borki attempt, when the Imperial train of Alexander III was blown up, which resulted in the killing of some persons less fortunate than the Czar and his family, who escaped unhurt, it was demonstrated that the practice of sending a pilot engine in advance of the train was not a sufficient protection. Now a regular corps of military bicyclists has been formed, and equipped with wheels of a special model. These men ride at some distance from the locomotive, and survey the road more minutely than it can be done from the platform of a pilot engine. It is known also that the train conveying the Czar is preceded by another which looks from its exterior appearance as if it were the Imperial train, and it was under

as if it were the Imperia.

as if it were the Imperia.

this that the infernal machines have been exploued this that the infernal machines have been exploued.

A. G. Schetzel, San France, Citics of Pittsburge, P. C. Parker & wife, St. Mrs. C. Arbuthnot & Pittsburge, P. C. Parker & wife, St. Mrs. C. Arbuthnot & Pittsburge, P. C. Parker & wife, St. Mrs. C. Arbuthnot & Pittsburge, Mrs. C. Arbuthnot & Pittsburge, Mrs. R. McClintock, Pittsburge, Mrs. R. McClintock, Pittsburge, Mrs. C. Arbuthnot & Pittsburge, Mrs. C.

Moscow, it said:

It is unfortunately too evident that the Russian Nihilists, who are the Anarchists of Eastern Europe, at least in regard to their mode of warfare, have not disarmed and abandoned their atrocious factics. This could not be expected of them after the advent of the new Czar, Nicholas II, who declared that he would follow the autocratic policy of his father, Alexander III.

It may be that the revolutionary party has in-creased in number, as said by the German paper, but the means of protection against it have also advanced. FRENCH GUIANA BOUNDARY QUESTION

Paris, Aug. 39.—"Le Matin," in an article refer-ring to the boundary disputes with Brazil in rering to the boundary disputes with brazil gard to French Gulana, expresses hope that Brazil will accept with France the offices of the King of arbiter. In the mean time "Le Matin" says it is urgent that a mixed commission shall be instituted in order to stop anarchy and pillage, which are already raging in the disputed NO SPECIAL PENSION FOR CAMBRIDGE.

London, Aug. 30.-In the House of Commons today, Mr. Balfour, First Lord of the Treasury, an WHY BRIGANDS ARE NUMEROUS IN SICILY.

London, Aug. 30 .- A Rome dispatch to the Central News says that the reports of the prefects in crease of brigandage, which is ascribed to the povthe wine crop promises to be worse, and the people are threatened with famine during the coming winter. The newspapers assert that the Government

TO BE THE LARGEST STEAMER AFLOAT. THE HAMBURG-AMERICAN PACKET COMPANY ORDERS A GIGANTIC VESSEL FROM

THE HARLANDS. London, Aug. 30 .- "The Daily News" to-morrow will print a Berlin dispatch saying that the Ham-burg-American Packet Company has ordered from the Harlands, of Belfast, a twin-screw steamer of 20,000 tons, which will be the largest in the world. The new vessel is intended primarily for freight,

The new vessel is intended primarily for freight, but it will have elegant cabins for 200 first-class passengers, and provision will be made for 1,500 steerage passengers.

The order was given abroad because the tender of the Hariands was much lower than those of the largest two German yards. The Hariands also agreed to have the new steamer ready in ten months, while the German builders wanted nineteen months for its construction.

FIGHTING IN THE CONGO COUNTRY. BELGIAN TROOPS SEVERELY HANDLED BY THE MAHDIST FORCES.

dispatches saying that there has been severe fighting in the Congo country between Belgian troops and Mahdist forces. A desperate battle was fought in the Adda district, in which Lieutenant Cassart and nineteen men were killed.

THE DUNDEE STRIKE AT AN END.

Dundee, Aug. 30 .- As the result of the ultimatum ssued vesterday by the masters that unless the striking operatives returned to work to-day the factories would be closed, and an indefinite lockout declared, the strike of the juteworkers here is sub-siding. Four factories reopened their doors this morning and their operatives went to work. Most of the other factories will resume operations next Monday.

SAYS WALLER SHOULD HAVE BEEN SHOT. Paris, Aug. 30 .- "L'Estafette" protests against the ction of the English and American newspapers in denouncing the sentence imposed upon ex-United

If a Frenchman had sold arms to the enemies of the United States, the Americans would not admit that Continental Cabinets had a right to interfere to protect him. Our conduct has been clearly marked out, and we need not pay any attention to idle complaints. Indeed, Wailer ought to have been immediately shot for his glaring treachery.

London, Aug. 30.—The British bark Plymouth, Captain Davidson, from New-York August 3 for Dunkirk, which passed Prawie Point to-day, signalled that she had on board the crew of the German bark Amaranth, Captain Hauth, from Savannah July 25 for Gutujewski, which foundered August 17.

London, Aug. 30.—The keeper of the Brough Light-house, Orkney Islands, telegraphs that the Nor-weglan steamer Ansgarius was lost this morning on Lowther Rock. Eleven of her crew were saved and two are missing. Ottawa, Ont., Aug. 20.—Monday, September 9, has been definitely fixed upon as the date for the opening of the Canadian Canadiat Sault Ste. Marie, There will be no formalities or ceremonies of any sort at the opening.

GUESTS AT LEADING HOTELS.

The Knights Templar on their way home from leading hotels yesterday, and last night rooms were at a premium. Many cots were in use.

ALBEMARLE.
E. O. Howman & wife, Springfield.
M. M. Martin & wife, Findiay, Ohio.
P. P. Fish, Boston.
C. F. Rish, Detroit.
Miss Von Phul, St. Louis.
T. Tate & wife, Jackson.

W. G. Bowdoin, Chicago.
F. N. Reed, Cleveland.
W. T. Elliott, Philadelphia, W. T. Elliott, Philadelphia, in the control of the contr

M. King, Washington.
F. A. Hoadley, Hartford.
F. Murphy & wife, Montreal.
N. Williams & wife, Hamilton, Ohio.
E. W. Keyzer, Baltimore.

BRUNSWICK. Stephenson & wife, NORMANDIE. R. C. Stephenson & wife,
Rochester.
J. G. Gordon & wife,
Rochester.
S. H. Short & family, Cleveland,
C. B. Robbin, Bloomsburg,
Penn.
J. Denny, Fairfax, Mo.
J. Denny, Fairfax, Mo.
J. J. Denny, Fairfax, Mo.
J. Denny, Fairfax, Mo.
J. J. Denny, Fairfax, Mo.
Johnson, J. J. Denny, Fairfax, Mo.
Johnson, J. J. Denny, Fairfax, Mo.
J. J. Benny, Fairfax, Mo.
J. J.

Sacaff, Nevada.
Gail, Indianapolis.
N. Coe, Philadelphia.
F. M. Wood, Erie.
Hearson, Hague.
A. Waiton, Baitimore.
Williamson, Washington.
Forrester & wife, Cleveland. PARK AVENUE.

F. V. L. Brokaw, St. Louis.
J. C. Harley, Colorado,
Mrs. J. S. Potts, Californis.
H. E. Mole, Philadelphia.
W. W. Watson, Buffalo,
A. Kaufman, St. Louis,
C. M. Breston, Kingston,
M. Dodge & wife, Philadelphia.

land.
C. H. Bradley, Utica.
H. S. Bowen, Des Moines.
F. P. Smith, Pittsburg.
C. E. Wheeler & wife.
Cleveland. Phia, H. P. Mann, Cincinnati, H. S. James, St. Louis.

GRAND UNION ST. JAMES. G. A. Reynolds, Utlea. Seyler, Toronto, H. Vedder, Bay City, G. Mich.
G. B. Odell, Peoria.
T. H. Dawe, Boston.
L. H. Meirs, Cincinnatt.
T. H. Taylor, Fond Du Lac,
S. W. Miller, Chicago.
L. C. Hill, Columbus, Ohio.
L. C. Hill, Columbus, Ohio.
Buffalo, W. W. Richardson, Buffalo,
D. R. Duncan, South Care

lina.
G. W. Henderson, Knoxville,
Tenn.
L. M. Simpson, Norfolk, Va. GRAND. W. H. Harris, Boston.
J. R. Read, Charleston.
Mrs. S. W. King, Phila.
J. S. Bell, Louisville.
S. E. Bird & wife, Mansfield, Ohlo.
J. R. Hughes, Waterbury,
Mrs. S. Jeffrey, Washington.
E. W. Rankin, Abany.
A. Nollan, Chicago. STURTEVANT.

STURTEVANT.

W. A. Russell & wife,
Bridgeport.
D. L. Payne, Boston.
C. E. Beillegs, Boston.
L. J. Otis, Chicago.
J. C. Reddy, Philadelphia.
The Rev. H. B. Martin &
wife, Philadelphia.
R. C. Boyd, Columbus, Ohio.
H. Martin, Boston.
E. P. Smith, Springfield, Ill.
J. Daily, Augusta, Ga.
Miss Rambast, Clarksville,
Tenn.
WESTMINSTER. Kalman, St. Paul.

J. Kalman, St. Paul.

Barnet, Albary.

B. Gordon, Pittsburg.

J. White, St. Louis.

J. McKnight, Louisville.

J. Berkley, St. Louis.

G. Schetzel, San Frangales.

St. St. Paul.

E. P. Smith, Springfield, Ill.

Dally, Augusta. Ga.

Miss Rambant, Clarksville,

Tenn.

WESTMINSTER.

G. E. Johns, Dayton.

Miss. C. Arbuthnot & family,

Pittsburg.

HOFFMAN.

insurance men of this city are inclined to believe that the mysterious "Hatch" so frequently referred to by H. H. Holmes as being responsible for many not a myth. In support of their belief they pro-duce some facts which seem to lend plausibility to the idea that Hatch is not only a reality, but that he was in the business of robbing life insur-ance companies before Holmes himself entered upon that profession. In April, 1890, one Clark W. Hatch was tried in this city for the murder of his were against him, no legal case could be made out and he was acquitted. A few months later he was arrested on a charge of swindling the Travellers' Insurance Company out of a large sum of money.

Insurance Company out of a large sum of money. He escaped conviction on a technicality, but in the trial it v as proved beyond doubt that he had been engaged in a series of successful graveyard swindles. When he was released, the insurance people were ready to arrest him on new charges, but, on the ruling of the Court, he was guaranteed safe conduct to his home before he could be rearrested. On the way Hatch managed to escape. Since that time he has not been heard of. It is the belief here that the Hatch mixed up in the Pietzel case may be ince Hatch of this city, and in some quarters it is believed that Holmes and Hatch are the same person, and that Holmes himself was the man who was tried in this city in 1899. A picture of the man now in prison in Philadelphia will be procured, and the question of identity will then be settled.

J. S. Chayton, Liverpool, England.
N. Gossage, Liverpool, England.
W. H. Bessell, Chicago.
A. Falmer, Cincinnati, Mrs. L. W. Ferris, Chicago.
Pittsburg.
Mrs. T. R. Ritter & family.
Pittsburg. A CLEW TO THE IDENTITY OF "HATCH." Colorado Springs, Col., Aug. 30.-The police and